

CLASSIFIED MESSAGE

Approved For Release 2005/02/10 : CIA-RDP75B00159R000400080049-7

DATE 0101Z 14 JUN 64

TOP SECRET

ROUTING		
1	AD/OSA	10
2	DDST	11
3	DEA	12
4	SEA	13
5	SAC	14
6	SS	15
7	MD	16

TO : DIRECTOR

FROM :

ACTION:

INFO :

TOR: 0131Z 14 JUN 64

PRIORITY

IN 83250

TO PRIORITY

CITE

TACKLE

(NO NIGHT ACTION)

CUNNINGHAM FROM

REF A

B.

1. REF RELIABILITY OF ART 359: OF THE LAST FOUR FLIGHTS 359 HAS FLAMED OUT THREE TIMES. THESE FLAMEOUTS HAVE OCCURRED WITH FUEL LOADS OF 695, 1045 AND 1345, RESPECTIVELY. DRIVERS WERE [REDACTED] IN THE SAME ORDER. [REDACTED] WAS EXPLICIT IN HIS STATEMENT THAT HE WAS USING EXACTLY THE SAME TECHNIQUE HE USED IN THE [REDACTED] AREAS WHEN FLAMEOUT OCCURRED. WE HAVE BEEN HAMPERED BY POOR WEATHER HERE RECENTLY; AND MY RELUCTANCE TO KEEP SENDING THESE JOBS UP AFTER A FLAMEOUT AND WITHOUT HAVING MADE ANY EQUIPMENT CHANGES OR HAVING PERFORMED ANY MAINTENANCE; IF ONE SHOULD NOT START WITH A FULL LOAD ABOARD THE DANGERS INVOLVED IN DEAD STICKING ARE INMEASURABLE INCREASED. AGAIN HAVE 359 SCHEDULED FOR TWO HOPS TOMORROW USING CLIMB CRITERIA OUTLINED IN REF B. [REDACTED] WILL FLY THE FIRST AND

TOP SECRET

GROUP 1
Excluded from automatic
downgrading and
declassification

REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED. Copy No.

Approved For Release 2005/02/10 : CIA-RDP75B00159R000400080049-7

T O P S E C R E T

25X1 [] (IN 83250)

PAGE TWO

25X1 [] THE SECOND. CLIMB SCHEDULE OUTLINED HOWEVER, DOES NOT SOUND SATISFACTORY AS FAR AS TIME TO ALTITUDE IS CONCERNED. ARTICLE 359 STILL HAS THE MATCHED SET OF FUEL CONTROL AND P AND D VALVE INSTALLED; CHANGING EXISTING CONTROLS (SGP) DOES NOT HELP. RE ART 358: 358 IS STILL IN PERIODIC AND ALL WORK STOPPED YESTERDAY BECAUSE OF LACK OF FUEL LINE WHICH WAS DUE IN LAST NIGHT AT 2015L BUT DID NOT ARRIVE. ATTEMPTING TO TRACE IT DOWN THROUGH CIVIL AIR LINE CHANNELS AT THIS MOMENT. THREE DAYS WILL BE REQUIRED TO FINISH THE BIRD UP IF EVERYTHING GOES SMOOTHLY, THIS INCLUDES TEST HOP. AS YOU KNOW 358 HAS HAD ONLY ONE FLAMEOUT IN 19 CLIMBS AND SEVEN FLIGHTS SO WE ARE KEEPING THE OLD FUEL CONTROL AND P AND D VALVE ON THIS ARTICLE.

2. POSSIBLY YOU MIGHT LIKE TO CONSIDER THE FOLLOWING: WHEN 358 FINISHES A SATISFACTORY TEST HOP SEND THIS BIRD TOGETHER WITH ONE OF OUR MAINTENANCE CREWS, BOTH [] DRIVERS, AND OTHER REQUIRED SUPPORT PERSONNEL INCLUDING [] TO AUGMENT [] OUTFIT. IF THE WEATHER IS A FACTOR OVER [] AND NOT OVER [] THEN 358 SHOULD RUN. IN ADDITION 358 HAS THE SLIPPERS INSTALLED AND WOULD PROVIDE THE LONGER RANGES REQUIRED FOR SOME OF YOUR PROBLEM AREAS. THIS BIRD HAS HAD THE MINIMUM OF TROUBLE AND WILL BE COMPLETELY UP TO DATE ON ALL S/B'S TIME CHANGE ITEMS, ETC. AND THIS IS THE BIRD THAT THE [] LADS LIKE THE BEST -- THEIR FAVORITE.

3. ADDITIONALLY RECOMMEND WE OBTAIN THE OLD FUEL CONTROL, WHICH IS BEING REASSEMBLED AT HARTFORD, FOR FLIGHT CHECKS ON

T O P S E C R E T

25X1

[REDACTED] (IN 83250)

PAGE THREE

25X1

359; THIS COULD BE HANDLED BY OUR REMAINING MAINTENANCE
PERSONNEL [REDACTED] IN ADDITION WE COULD ALSO START [REDACTED] TRAINING 25X1
WHEN HE ARRIVES -- AT LEAST LOW ALTITUDE TRAINING. IF 348
IS SCHEDULED HERE SOON FOR TESTS THEY COULD ALSO BE RUN
IN CONJUNCTION WITH FLIGHTS ON 359. I TOO WOULD LIKE TO SEE
OUTFIT OPERATIONAL BEFORE I LEAVE AND THAT IS ONLY ABOUT 40 DAYS
TO GO.

END OF MESSAGE

T O P S E C R E T